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CLASSIFICATION SECRET		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Werneuchen Airfield</u>		25X1
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EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED <u>2 August 1955</u>	
REFERENCES		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		
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- On 15 June 1955, about 52 Il-28s and 1 Yak-14 were counted at Werneuchen airfield. At 0930, the Il-28s were parked as follows:
about 34 Il-28s in greater distances than usual in front of the hangars at the southern edge of the field,
8 Il-28s [] in the southwestern corner of the field, []
10 Il-28s [] in greater distances than usual in front of the aircraft revetments at the northeastern edge of the field.
The black upper edges of tail units were only observed on Il-28s parked in the southwestern corner of the field. []
At about 0945, U-Il-28 [] landed at the field.
At about noon, the Yak-14 took off, made several local flights and landed again. []
- Incoming shipments of bombs loaded on 10 trucks were observed at 0930. These trucks came from the ammunition depot north of Werneuchen airfield. Ten Il-28s were parked at large distances at the eastern side of the northern edge of the field. Sixteen to 18 bomb crates were piled up near each of these aircraft. Half an hour later, the bombs were loaded into the planes, which were towed by trucks one after another to the hangars, where they were parked. The trucks then towed unloaded aircraft, which were parked in front of the hangars, to the northern edge of the field. In the meantime, the trucks loaded with 16 to 18 bomb crates arrived at the northern edge coming from the ammunition depot. The crates were piled up near the planes and the trucks departed in the direction of the ammunition depot after being loaded with the empty crates. After the trucks had left the field, the bombs were loaded into the aircraft. About 10 soldiers were seen employed in the loading procedures, which were performed without auxiliary devices. It could not be determined if a lifting device was fitted in the bomb bays. The flaps on the underside of the fuselage had approximately the length of the wing width and were opened during loading operations. When these flaps were opened, they were exactly under the wings and obstructed the view during the loading of bombs. Black aircraft [] were seen on the Il-28s. []
After the aircraft had been loaded they were towed to the hangars on the southern side of the field. At 1130, the next 10 Il-28s [] were loaded. [] In spite of rain which had begun, loading operations continued. However, both jet engines were covered during this loading operation with tarpaulins. Each aircraft was loaded with 16 to 18 bombs which were placed in the bomb bay. No bombs were seen suspended under the wings.

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The bombs had an estimated length of 1 to 1.2 meters, a diameter of about 0.4 meter, and a conical shape. Type and number of deflectors could not be determined. Observations on aircraft and bombs were made from a distance of about 150 meters.²

3. Neither bulges nor black upper edges of tail units were observed on the aircraft parked at the northern edge of the field. The previously reported flap on the tail fin was clearly visible.
4. The four-mast radio station, the single-mast radio station, and the radio truck with antenna, which were previously located in the extension of the runway, were no longer observed. A two-mast radio station was observed at the previous location of the four-mast radio station. The masts of this two-mast radio station were approximately 7 meters high and were arranged at distances of about 15 meters. The masts were braced at one point with guy wires at about upper fourth of the mast. One wooden hut housing radio trucks were seen near each of the masts, which were connected with the huts by antennas. No changes were observed at the other radio stations. The umbrella-type aerials were also available.³
5. The AA gun emplacements on the southeastern side of the field were equipped with at least 4 x 37-mm AA guns. About 4 x 85-mm AA guns were observed at the AA gun emplacement at the northwestern side of the field.
6. A building was under construction in the northwestern corner of the airfield about 200 to 250 meters east of the AA gun emplacement. The ground floor of this building was completed to as far as to the windows. The side-wall facing to the north was fitted with twelve windows of normal size. The new water conduit along the Wernneuchen - Hiesensee road led to the new building, but the laying of the pipes had not yet been completed.⁴
7. The doors of the hangars were closed during the period under observation. The aircraft revetments at the northern edge of the field were provided with large numbers. About 60 soldiers, wearing red-bordered black epauletts and artillery insignia, were employed in field training north of the fuel dump in the northern portion of the airfield. Fatigue details were seen digging foxholes, probably for sentries, exactly below the surrounding fence.
8. [REDACTED] 25X1
1. [REDACTED] Comment: Wernneuchen airfield is still occupied by two bomber regiments. The observed number of 52 Il-28s seems credible. [REDACTED] 25X1
[REDACTED] The eight Il-28s with black upper edges of tail units, which were not involved in bomb loading operations, possibly belong to the bomber division headquarters.
2. [REDACTED] Comment: So far the purpose of the loading of Il-28s presumably with "Fab-50" bombs is undetermined. The parking of loaded aircraft at larger distances than normal from one another are probably precautionary measures. It is, however, pointed out in this connection that the maneuver-like parking of aircraft was observed at almost all airfields during the second half of June. 25X1
3. [REDACTED] Comment: The changes of ground radio stations southwest of Hirschfelde have not yet been determined. Efforts have been initiated to clarify this question. 25X1
4. [REDACTED] Comment: The building under construction in the northwestern corner of the field is probably scheduled as quartering billets for AAA personnel stationed there. 25X1

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